ATLANTIC PILOTAGE AUTHORITY
FORECAST OF PILOTAGE ASSIGNMENTS FOR 2018

AREA	TRIPS	MOVES	CANCELLATIONS	TOTAL
Halifax	2,679	177	30	2,886
Sydney	362	14	4	380
Bras d'Or	4	-	-	4
Canso	594	63	19	676
Pugwash	90	-	-	90
Saint John	1,648	46	38	1,732
Miramichi	20	-	-	20
Restigouche	10	-	-	10
St. John's	440	106	12	558
Holyrood	31	1	2	34
Placentia Bay	750	165	41	956
Humber Arm	189	19	3	211
Stephenville	8	-	-	8
Bay of Exploits	84	9	8	101
Voisey's Bay	12	-	-	12
Charlottetown	247	1	4	252
Confederation Bridge	105	-	-	105
Non-Compulsory	258	3	27	288
TOTAL	**7,531**	**604**	**188**	**8,323**

ATLANTIC PILOTAGE AUTHORITY PILOT BOATS

The APA maintains a fleet of pilot boats to transfer pilots in certain ports within the Atlantic region. The boats represent a substantial financial investment for the Authority.

In recent years, the emphasis has been placed on having identical or near identical vessels in the ports of Placentia Bay, Sydney, Halifax and Saint John. With the acquisition of "sister" vessels for deployment in Halifax during 2017, the fleet in service now will allow this deployment of vessels.

Having sister vessels in ports provides advantages in boat maintenance, in maintaining spare equipment, in allowing for a better distribution of running hours, and in providing the crews with similar handling characteristics and equipment regardless of which boat is being used.

Chebucto Class – Captain E. T. Rogers and Captain A. G. Soppit

The Chebucto Pilot was initially deployed in Halifax, NS in 2012, and the Captain A. G. Soppitt was deployed in Saint John, NB in 2013. The boats were built at ABCO Industries Limited in Lunenburg, NS. The vessels were built to Lloyds Class, which means that Lloyds must approve all plans and drawings for the boats, must approve all equipment and machinery used in the boats, and a Lloyds representative must make periodic inspections of the shipyard to ensure that proper construction procedures are being followed. These are 56 foot, twin screw, aluminum hull vessels with a service speed of 18 knots.

The Chebucto Pilot has now been relocated to Saint John, NB, to team with its sister vessel. This vessel has been renamed the Captain E.T. Rogers. Captain Rogers was a well-respected businessman in Saint John who gave assistance and mentoring to many in the port, including the Saint John pilots, who recommended this name change.

Nova Pilot Class – Nova Pilot and Scotia Pilot

As indicated in the previous Corporate Plan, the Authority was in negotiation to acquire two sister vessels from the pilots at Milford Haven, Wales, UK. These negotiations fell through as the two boats could not be made available for sale due to operational requirements.

The Authority then entered negotiations with a company in the Netherlands to acquire two sister vessels that were available. After successful negotiations, the two vessels now renamed the Nova Pilot and Scotia Pilot were shipped to Halifax and entered service in the latter part of July. These vessels are 61 feet in length, have twin engines, and twin water jet propulsion. They are capable of achieving 24 knots, but will be operated at a 20 knot service speed. Both vessels are deployed in Halifax, NS. The vessels were built to Lloyds Class in 2010 and 2011.

Avalon Pilot Class – Atlantic Pilot and Avalon Pilot

The Atlantic Pilot and the Avalon Pilot are 62-foot aluminum boats that were put in service in 2007 in Placentia Bay, NL. The boats were constructed at the A.F. Theriault shipyard in Meteghan River, NS. The vessels were also built to Lloyds Class, and employ a Camarc hull design. This design results in very good sea boats.

These vessels have a service speed of approximately 20 knots and a maximum speed of approximately 24 knots.

Fundy Pilot

The Fundy Pilot is a 51-foot Raymond Hunt designed aluminum pilot boat built at Gladding-Hearn Shipbuilding in Massachusetts, USA. The boat was built in 1983 and the original owners were the Virginia Pilots. In the early 1990's the vessel was sold to the Boston Pilots, and in 2005 the APA purchased the boat. It entered service in Saint John in 2005. The Fundy Pilot operates at approximately 16 knots. The Fundy Pilot will be primarily utilized as a back-up vessel in the ports of Halifax and Saint John to provide extra coverage for vessel refits and repairs.

Breaux Boats - APA #1, APA#18, and APA#20

The workhorses of the APA fleet over the years have been the Breaux boats. The APA owns three of these 65-foot aluminum boats that have provided service in Halifax, Cape Breton, Saint John, Placentia Bay, and other ports for 40 years. The vessels are sister ships, although some modifications have been made in wheelhouse design, equipment, and running gear. They were built in a shipyard in Port Hawkesbury, NS. The picture below of APA #1 illustrates this design.

These boats are rugged and dependable, but each is reaching the end of its useful life and cannot be depended upon as a primary boat for major areas. They may operate for several more years as secondary vessels in a major port or as primary vessels in minor ports with fewer assignments and less challenging conditions. Two of these vessels (APA#1 and #20) are providing service in the port of Sydney, NS in 2017. The other vessel is providing back-up service to the two Avalon Class

boats in Placentia Bay, NL. As of September 2016, two of these vessels are operating as back-up vessels as they provide coverage in Halifax and Placentia Bay. The third vessel is acting as the primary vessel in Sydney. The Breaux boats were originally designed to work at 20 knots, but have slowed with age and increased weight to now work at approximately 13 knots.

APA #2

The APA #2 is a steel hulled single screw (one engine and one propeller) boat. This 47-foot boat was built in Port Hawkesbury, NS, in 1986, and has performed in St. John's (her original port), Placentia Bay, Confederation Bridge, Halifax, Saint John, Sydney, and Humber Arm (Corner Brook) NL, where she is currently stationed. The vessel is a good sea boat, but is only capable of operating at about 9 knots, which limits its suitability for major ports.

To recap, the Authority now operates sister vessels in the following ports:

Halifax, NS – Nova Pilot and Scotia Pilot

Saint John, NB – Captain E. T. Rogers and Captain A. G. Soppitt

Placentia Bay, NL – Avalon Pilot and Atlantic Pilot

Sydney, NS – APA #1 and APA #20

In addition to these sister vessels, the Fundy Pilot provides redundancy to the ports of Halifax and Saint John, the two busiest ports in the system. The APA #18 provides redundancy in Placentia Bay. The APA#2 provides service to Humber Arm (Corner Brook), NL.